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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong Daily Press.

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No. 14,958. 號八百九十四萬一第 日七十二月二年二十三緒光 HONGKONG, WEDNESDAY, MARCH 21ST, 1906. 三拜禮 號壹十二月三年六零百九十一英港香 PRICE, \$3 PER MONTH.

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STOUT & ALE
IN SPLITS.

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WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.

[a1342]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.

In Casks 375 lbs. net \$4.75 per cask or Factory.
In Bags 250 lbs. net \$2.80 per bag ex Factory.
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Hongkong, 1st October, 1905. [a2771]

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engagement after 5.30 P.M.
Address to— "S."
Care of "Daily Press" Office.
Hongkong, 14th March, 1906. [a651]

LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, mainly by conversation
by a Frenchman. Terms very moderate.
Also Lessons in English by an English Lady.
B. R.
Care of Office of this Paper.
Hongkong, 16th August, 1905. [a414]

HONGKONG HIGH-LEVEL TRAM
WAYS COMPANY, LIMITED.
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1 hour.
SATURDAYS.

Extra cars at 11.30 p.m. and 11.45 p.m.
SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com
pany's Office, Alexandra Buildings, Des Voeux
Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 13th July, 1906. [a220]

DOCK NO. 3.

Extreme Length ... 722 feet.
Length on Blocks ... 714 "

Width of Entrance on Top ... 96 "

Width of Entrance on Bottom ... 88 "

Water on Blocks at Spring Tide 84 "

DOCK NO. 1.

Extreme Length ... 523 feet.

Length on Blocks ... 513 "

Width of Entrance on Top ... 88 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide 26 "

DOCK NO. 2.

Extreme Length ... 371 feet.

Length on Blocks ... 356 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with
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Short Notice. [a35]

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Per Case of 100 Splits \$14.00 ... Per Dozen \$1.80

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Hongkong, 1st March, 1906.

[a34]

CHUN SENG.

NO. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA,
TRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.
ALL NEW GOODS IN STOCK.
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Hongkong, 27th May, 1905. [a499]

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WINE & SPIRIT MERCHANTS,

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| | Per Case. |
|-------------------------------------|-----------|
| BRANDY *** | \$22.50 |
| " *** | 20.00 |
| " * | 16.75 |
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| JOHN WALKER & SONS' OLD HIGHLAND | 12.50 |
| C. P. & CO.'S SPECIAL BLEND | 10.50 |
| PORT WINE, INVALIDS | 20.00 |
| DOURO | 13.75 |
| SHERRY, AMOROSO | 20.00 |
| LA TORRE | 16.00 |
| BENEDICTINE, D.O.M. | 40.50 |

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HONGKONG AGENTS.

[a51]

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and inspect our new stock.

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VELVET PILE &
BRUSSELS CARPETS.
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AXMINSTER PARQUET SQUARES,
WOVEN IN ONE PIECE WITHOUT SEAM.

DURING MARCH ALL CARPETS WILL BE MADE AND
FITTED "FREE OF CHARGE."

LANE, CRAWFORD & CO.
Hongkong, 20th December, 1906. [a33]



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AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."
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NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length ... 722 feet.
Length on Blocks ... 714 "

Width of Entrance on Top ... 96 "

Width of Entrance on Bottom ... 88 "

Water on Blocks at Spring Tide 84 "

DOCK No. 1.
Extreme Length ... 523 feet.
Length on Blocks ... 513 "

Width of Entrance on Top ... 88 "

Width of Entrance on Bottom ... 77 "

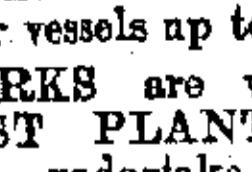
Water on Blocks at Spring Tide 26 "

DOCK No. 2.
Extreme Length ... 371 feet.
Length on Blocks ... 356 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide 22 "



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equipped with necessary gear, always ready
Short Notice. [a35]



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Sakurada Tsubakuro, Yoshinotani, Yoshie, Yunokihara, and other Coals.
112 S. MINAMI, Manager, Hongkong.

For Terms, &c., apply to the MANAGER.

Hongkong, 24th July, 1905. [a266]

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163 Bedrooms

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NOTICE TO CORRESPONDENTS.
ON COMMUNICATIONS relating to the news column
should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the editor,
not for publication, but for information, and with
not for publication, should be written on
one side of the paper.
No answer to such communications will be given
unless it appears on the other side of the paper.
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London, Telephone No. 12.LICHONG OFFICE: 104, DES VIEUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 21ST, 1906.

REMARK is frequently made on the apparent inconsistency which permits the harassing of petty Chinese gamblers—as in the case where a few coolies were prosecuted and fined for gambling with watches—while racing sweeps and pari-mutuels are conducted publicly. It is not easy to say why these prosecutions are undertaken, or rather, why the Ordinance which inspires them is allowed to stand. Every law must have an object, but what it is in this case, is, as DUNDEE used to say, one of those things that no fellow can understand. The elementary principle established by MILL in his famous essay on "Liberty" was that society could not meddle with the freedom of the individual except for the public good: it had no right to constrain or control him for his own good. Rapid mental review of British law suggests that on the whole it is based on this principle, the anti-gambling laws being an apparent exception. It might be argued that restrictions upon gambling are for the common good, that gamblers are peculiarly liable to neglect their duties to the public, e.g., the duty of maintaining their families; but it is evident that there are many men who can gamble and yet perform these duties. In their case, an anti-gambling law meant safeguarding duties not endangered are inequitable and immoral. In Great Britain it is notorious that the anti-gambling laws cannot touch these favoured individuals. But there is no need to go outside the Colony for such examples. As we have already remarked, it is tacitly admitted that in this Colony, where gambling is declared illegal, some men may gamble and others may not. Why was such an Ordinance established? Were

some of our bygone legislators of the Puritan school, and is it that subsequent generations are being harassed because of the tender consciences of these past people? It is obvious that the peace of the community is less threatened by a couple of poor coolies who transfer from one to the other the miserably insignificant assets they may have, by their "inventive habit," than by the young man with a moderate wage who invests in one pari-mutuel ticket at every race.

The first mention of gambling in ETEL's history of Hongkong affords a possible reason for the Ordinance. It was the belief, probably correct, of Sir JOHN BOWRING that the spot where almost all crime was concocted in Hongkong was to be found in the unlicensed gambling houses of Taiping-shan. His idea, however, was that the vice could not be suppressed, and he was in favour of regulating it, by copying the system at Macao. It was gambling house quarrels in 1861 that again called attention to "a general mania for gambling, and local shopkeepers, who had never heard of MILL, hit upon the obvious remedy of suppressing gambling." They petitioned Sir HERCULES ROBINSON to that end, and used the cunning argument that it was demoralising servants. But the Governor seems to have recognised that wholesale suppression of gambling was not the proper method to take, and his proposal was the registration of servants (1862) a sensible scheme to which the Chinese public objected; and they have had their way ever since, in spite of foreign petitions arising from a crying need. Sir R. G. MACDONNELL was the next Governor to tackle the subject, and in discussing his efforts, Dr. ETEL says, "This national vice [gambling], like opium smoking and prostitution, but more widespread and powerful than either, is rooted in an incurable, because congenital, disease of the Chinese social organism."

We make this quotation, and refrain from analysing it, because it helps to establish the point that gambling is too strong a feature of human nature to be suppressed. Sir R. G. MACDONNELL played the part of strong man, and his attack upon the gambling houses was eminently vigorous and practical, if not quite fair. For instance, he made "householders responsible for the payment of fines incurred by residents or lodgers." Street gambling continued in spite of him, he confessed in a report, in which he showed that his ambition was to suppress gambling altogether in the Colony. In 1867, he found that he had failed, and declared that prohibition was destructive of police morals and ineffective for the purpose sought. It was then that licensed houses were opened, as a "vent for the irrepressible Chinese passion for gambling," to the sorrow of the moralists of that period. With the particular question involved we have no concern, although, with Dr. ETEL, we appreciate and sympathise with Sir R. G. MACDONNELL's position. A draft Bill afterwards submitted, for the repression of gambling, was rejected on the ground that "no person in the Colony would be safe." This might be said of the existing law, if it were generally applied instead of worrying only a few coolies. Sir A. E. KENNEDY appointed a special suppression Commission in 1872; but in 1875 the historian wrote that it was still an unsolved problem, shirked by all concerned.

Five more plague cases, three of them fatal, were notified yesterday, making the total 69. Mr. Joe Frost, A.M.I.E.E., of Shanghai, has been elected Fellow of the Society of Arts. Information has been received from the Consul for France at Hongkong to the effect that Hongkong has been declared an infected port by the Government of Indo-China.

The leasehold property, sub-section No. 2 of section A of Inland Lot No. 25, was offered for sale yesterday by Messrs. Hughes and Hough, but the reserve was not reached and the property was withdrawn. A remarkable story is being told in the lobbies of the House of Commons of a daring young lady who, disguised in man's clothes, obtained admission to the chamber on 13th inst., watched the Speaker elected, wandered in the most exclusive quarters, and left without being recognised.

Sir Francis Burnap, editor of *Punch*, on February 14th announced at the famous Wednesday dinner that in the course of a few days he will relinquish the editorship. Sir Francis will be succeeded by Mr. Owen Seaman, whose initials "O. S." under his humorous verse are well known to readers of *Punch*.

Particulars of Mr. Gallinger's Shipping Bill, which has passed the United States Senate, show that the measure is one of far-reaching effect. In addition to provisions relating to national defence, it seeks to subsidise mail lines to various parts of the world, including South Africa and Australasia.

It is stated that the Kaiser's yacht *Hohenzollern* is about to be thoroughly overhauled, and placed at the disposal of the Crown Prince, while a new yacht is to be built for the Kaiser. A complete model of the new vessel has already received the Emperor's approval.

A consignment of arms from Germany to China consisting of two cannon, a thousand carbines, 2,000 shells, and 1,10,000 cartridges, which had been seized by the customs at Yarkand, will be handed over to the Chinese Government. Two Chinese officers have arrived to receive the material.

The Bandmann Opera Company is such a good one this time, and made such an excellent impression during its recent visit, that there is very little now to be said in its praise. The players re-opened a short season last night with "The Spring Chicken," a grossly indecent piece, and rubbishy withal. The audience was a very small one.

It was stated at the meeting of Hythe Town Council on Feb. 15 that Sir Edward Sassoon intends to devote £12,000 to build and endow an orphanage for the sons of soldiers and sailors. The locality is not yet definitely fixed, but negotiations are proceeding with the owner of an estate within the borough of Hythe, which includes Folkestone.

The dominant note of the British naval manoeuvres, which began at dawn on February 17th in Lagos Bay, was their secrecy. No attachés or privileged strangers were allowed on board, and even Army officers were forbidden to be present. Distinguished general officers who had understood that they would be permitted to go with the fleet were refused permission and obliged to remain on shore.

Under the new organisation of the Royal Garrison Artillery, the following establishments have been fixed for that arm in Far Eastern garrisons:—Singapore, 19 officers and 330 of other ranks in two companies; South China (Hongkong), 31 officers and 694 of other ranks in three companies; and North China, 2 officers and 50 of other ranks in detachment. The Legation Guard at Peking is affiliated to No. 1 Depot.

Lieut. Robert S. Roy, latterly serving in the *Psyche* on the Australian Station, has been appointed to the command of the shallow draught river gunboat *Nightingale*, which was recently sent out to China in sections. The *Nightingale* has a displacement of 85 tons, a speed of 9 knots, and an armament of two 6 pounders and four .45 Maxim's. The cruiser *Darewell* left Plymouth on Feb. 15 for the China Station to relieve the *Andromeda*. She takes out the crew for the shallow-draught sloop *Nightingale*.

The largest consignment of "Turkish" tobacco, grown in Rhodesia, was sent to this country has recently arrived at the offices of the British South Africa Company. The sample was grown within five miles of Bulawayo, and experts declare that the quality of the tobacco crops grown in Rhodesia shows constant improvement. The crop of Turkish tobacco now growing in Rhodesia represents a weight of between 500 and 600 tons. Rhodesians are confirmed smokers, and at present most of the tobacco is consumed in South Africa, only a small proportion coming to London.

The American Consul at Newchwang, in a report to his Government on the use of motor boats in Manchuria says that the current of the Liao River ranges from 3 to 78 nautical miles per hour in swiftness, according to the season and the state of the tide. Motor boats will, it is believed, prove useful on it. The foreign population of Newchwang being about 300, not including the Japanese, the demand for motor-driven boats is not likely to be of any great extent, though motors for converting sailing and rowing boats into power boats may, in the Consul's opinion, ultimately find an extensive market among the native population. Port Arthur, Dairen, Haibin, and other points are, it is said, suited to motor boat service.

In order to ensure the accurate degree of proficiency in native languages, the officers appointed to the Hongkong-Singapore Battalion R.G.A., and the Ceylon-Mauritius Battalion R.G.A., it has been decided in future that appointments will be given in preference to those officers who have the following qualifications:—(1) Those who have passed the higher standard in Hindustani; (2) those who have passed the lower standard in Hindustani; (3) those who have not passed these examinations, but officers appointed under 3 will be required to pass the lower standard within twelve months from joining the battalion, provided arrangements can be made locally for carrying out the necessary examination, and will be liable to removal should they fail to do so.

CHINA UNITED SERVICE RIFLE ASSOCIATION.

The competition for the rifle championship was resumed yesterday, when the highest scores were:—

60 YARDS.
Mr. P. J. Woddenham, H. K. Poli ... 32
L.-Cpl. William, R.W.K. ... 31
Capt. J. D'Oyley, 119th Infantry ... 31
Spr. A. Cayle, R.E. ... 31
S. M. Mitchell, R.W.K. ... 30
900 YARDS.
Capt. J. D'Oyley, 119th Infantry ... 34
L.-Cpl. Ibbotson, R.W.K. ... 34
S. M. Mitchell ... 31
Lt. Case Morris ... 31
Lt. F. A. McLean, 129th Baluchis ... 31

LATEST STEAMER MOVEMENT.

The E. & A. str. *Empire* left Port Darwin on the 20th inst., and is due here on the 29th.

TELEGRAMS.

[REUTER'S SERVICE.]

THE RAJAH OF SARAWAK.

LONDON, March 18th.
The Rajah of Sarawak has started for Sarawak.

THE STRIKES IN FRANCE.

LONDON, March 18th.
M. Clemenceau has arrived at Leus and addressed the strikers. He said that he respected the right of strike, and would send no troops as long as the striker remained orderly.

THE GERMAN EMPIRE.

LONDON, March 18th.
The census of the German Empire shows a population of 60,605,183.

THE MOROCCO CONFERENCE.

LONDON, March 18th.
The conference at Algeciras continues at a complete standstill; the Swiss authorities are greatly annoyed at the Austro-German proposals to appoint a Swiss Inspector of Police without consulting the Federation.

THE FRENCH FLEET.

The first division of the French Far Eastern Squadron reached here last evening. Their arrival had been anticipated since Sunday, but the dense fog which enveloped the approach to the harbour kept them outside for two days. However, the fog cleared a little yesterday afternoon, and in company with the other delayed vessels the torpedo destroyers made their way into port. The lateness of the hour prevented the usual exchange of courtesies but that will not be neglected. It is expected that the Fleet will remain in these waters a week, during which they will be offered official entertainment. It is unfortunate, however, that there will be no public display such as was recently given at Saigon in honour of the British Squadron.

The event will be rendered still more interesting by the arrival of the Japanese Training Squadron, which is expected here to-morrow. A comprehensive programme has been drawn up by the committee in charge of the arrangements.—The Flag Commander ("King Alfred,") Fleet Paymaster Alton ("King Alfred,") Captain Jones, R.M.L.I. ("Tamar,") Lieut. Bateman ("Andromeda,") Lieut. Wharton ("Alcyone,") Lieut. Russell ("Fame,") and Asst. Paymaster Osborne ("Ramblor,") Appended is the programme.

Tuesday, 20th. French Fleet arrives. Exchange calls 4 p.m. "Fuerst Bismarck" gives At Home. Commander-in-Chief dines with General. Destroyer dines destroyers. "King Alfred" dines "Montcalm." "Alcyone" dines "Guyend."

Thursday, 22nd. Japanese fleet arrives. Exchange calls 4 p.m. "Fuerst Bismarck" gives At Home. Commander-in-Chief dines with German Admiral on board "King Alfred."

Friday, 23rd. At Home. Commander-in-Chief dines with Commander-in-Chief. Japanese admiral dines with Government House. Gymkhana (suggested).

Monday, 26th. Afternoon reception. Officers attend sports at Kowloon.

Tuesday, 27th. Japanese Fleet sails.

SHANGHAI ELECTRIC CONSTRUCTION COMPANY.

The statutory meeting was held at Gracechurch-street, on Feb. 15th, Sir Alfred Dent presiding.

The Chairman explained that the company was formed to meet the expressed requirements of the municipality of Shanghai. The amount of share capital received was £634,000, of which £25,000 had been paid to the contractors. No time had been lost in getting the work in hand as rapidly as possible. The company had to reconstruct the garden bridge over the Soochow Creek and to strengthen several others. As to the probable success of the tramways, several of the directors had an intimate knowledge of Shanghai, and many present and old residents had taken shares. They would depend largely on the Chinese for their revenue, and it was satisfactory to find how the Chinese flocked to the railways wherever they were introduced. It was anticipated that the tramways would prove similarly attractive. There was a large population in the town, and the narrow streets, which necessitated a narrow gauge, were not adapted to motor omnibuses. Negotiations had been going on for a considerable time to extend the tramways into the French concession and into the Chinese city and native quarter, but these were temporarily suspended, the authorities being occupied in dealing with disturbances, which had now ceased. The boycott of American goods was causing considerable friction throughout China, but not more so in Shanghai than in any other part of the country. The population of the town was largely made up of business men, both Chinese and foreigners, whose interest it was to preserve the peace. Approximately £60,000 worth of the company's plant had been shipped, although the directors only went to Shantung six weeks ago. It was anticipated that there would be no difficulty in completing the actual tramway construction in 12 months, and if the municipality were prompt in doing their portion of the work, the service should be running about that period. It would be necessary to make a call, which would be payable about the end of March.

LEGISLATIVE COUNCIL.

It is announced that Mr. Edward Osborne, Secretary to the Kowloon Wharf and Godown Company, has been appointed to fill the temporary vacancy in the Legislative Council by the approaching absence on leave of the Hon. Mr. Gerald Stewart. Mr. Osborne has sat at the Council before with credit to himself and advantage to the community.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 20th, at 12.15 p.m.—The barometer has fallen over N.E. Japan and the E. coast of China and risen elsewhere.

Pressure highest over the Pacific to the E. of the Looches, and low areas are lying to the N. of Japan and over the E. coast of China. Gradients continue slight in the South, and light or moderate S.E. and S. winds may be expected in the Formosa Channel, and the N. part of the China Sea, accompanied by fog along the coast.

Forecast:—S. winds, light or moderate; foggy, showery.

ROYAL HONGKONG YACHT CLUB.

On Saturday the Committee of the Club presented a cup to be sailed for round Channel Rocks, Kowloon Rock, and North Fairway Buoy, all to port. A good start was made in a stiff breeze from the East. Vernon, coming along the line on the starboard tack with sail well out, fairly intimidated the rest at the pace she was going, and got the best of the start. *Gloria*, on the port tack, made *Kathleen* go about, which nearly landed her on top of *Dione*. It was exciting while it lasted. *Payne* was the only boat that got lost. *Dione* soon took the lead and headed for the Hongkong shore, followed by *Vernon*, *Kathleen*, *Enia* and *Alannah*. *Enia*, sailed by Dr. Clark, soon showed she had lost nose of her old pace, and out-pointed and out-sailed both *Kathleen* and *Alannah*, eventually rounding Channel Rocks above three minutes behind *Dione*. The remaining starters kept to the north shore and were now a long way behind. This order was kept round Kowloon Rock, and, as the Fairway Buoy was approached, it looked any odds on *Enia*, but she managed in jibing either to hit it or go the wrong side of it. At any rate she lost a lot of time in getting round, and then went off towards Stonecutters' which finally settled her chances. *Vernon* also went north, while *Dione* and *Alannah* went south *Kathleen*, going right inside alongside the Frays, began to overhaul the leaders at a great pace, and a capital race ensued, she and *Alannah* striving to save their time on *Dione*. *Alannah*, who had been very well sailed throughout by Capt. Ward, R. A., then had the bad luck to be overtaken by a passing junk, and *Kathleen* just managed to beat her for the second place. It is to be regretted that Capt. Ward is not stopping here to show us what he can do when he knows the harbour and the boats.

Dione (Flotcher) ... 4 02 47 4 03 47 (1)
Vernon (Tucker) ... 4 07 42 4 07 42 (8)
Alannah (Ward) ... 4 08 55 4 08 55 (2)
Enia (Clark) ... 4 10 30 4 03 20 (4)
Colleen (Pollock) ... 4 13 50 4 06 50 (4)
Chandler (Reynolds) ... 4 14 45 4 05 (7)
Min (House) ... 4 14 15 4 07 15 (7)
Gloria (Warren) ... 4 20 22 4 10 22 (10)
Doreen (Heft) ... 4 23 25 4 05 15 (6)
Payne ... 4 24 26 4 05 16 (6)

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on March 20th at the Board Room. The Hon. Dr. F. Clark (president) presided, and there were also present:—Hon. Mr. W. Chatham, Dr. W. W. Poole, M.O.H., Dr. Macfarlane, Lieutenant-Col. Josling, Mr. E. A. Howett, Hon. Mr. A. W. Brown, Mr. Mr. Lau Chu-pak, Mr. A. Shelton Hooper, Mr. H. Humphreys, Mr. F. J. Baddeley and Mr. G. A. Woodcock (secretary).

LIMEWASH OR PAINT?

In reply to a letter from the secretary of the Board instructing the Hongkong Steam Laundry Co. to whitewash certain woodwork, the manager wrote stating that the walls of their premises were entirely of glass and iron, the only woodwork being the framing to the glass and certain partitions in the offices. The Board surely did not intend to make them whitewash thin like cattle pens, therefore he asked that somebody be allowed to visit the laundry and point out which parts of the woodwork were to be limewashed, or whether paint could be used. The offices were not the laundry, and the laundry by-laws were meant for Chinese, where clothes ate and slept among the clothes. No one lived in the steam laundry, and it seemed absurd to apply the same regulations to their premises.

Mr. HEWETT intimated: The application should be granted. I see that the secretary under date of February 22nd states "He is directed by the Board" to write that the wood-work must be limewashed. I have no recollection of the question being before the Board.

The M.O.H. intimated: I do not think we can say that regulations and by-laws only apply to Chinese and not to Europeans. But of course there is the power of the Board to exempt where such a course is reasonable. The Board has already held that painted woodwork if cleaned need not be limewashed. Would the A.M.O.H. kindly see what he can do in the matter. I suggest that the Board allow the laundry to paint the woodwork instead of limewashing.

Mr. HEWETT said he objected to matters of that kind being settled by some official or members of the Board and a letter written in the name of the Board. He was sorry to say that that was not the first or second time that such a thing had occurred, letters of that sort being sent in reply to special letters making application for modification of regulations, as if the Board had been consulted. If letters were to be sent out without the Board being consulted, it was a farce for unofficial members to attend. They were there not only to see that certain regulations were carried out, but to look it they had another duty. They knew perfectly well that if the Buildings Ordinance was carried out it would be invaluable to a large section of the community, and it was their business to see that the regulations of the Board were properly carried out without undue friction. Here was a case in point. He had heard time after time of hardship being inflicted on Chinese who, when they got an order like the present, never thought of proceeding further against what appeared to be the wishes of the Board. There was a growing antagonism to the enforcement of that Ordinance, but letters were sent out in the name of the Board when an appeal had been presented. It was very rare that people would stand up against the Board and send in another application. Certainly that letter showed that the manager had ideas of his own. That was the second or third time that that point had been before the Board. The secretary writes "in reply to your letter, I am instructed by the Board to inform you that it appears on inspection . . . and to request you to have it cleaned with as little delay as possible." The case is a distinct application for exemption from limewashing. Ten days later he is informed that with regard to that particular letter the Board authorised that the work must go on.

Mr. BREWIN—We are all agreed that an application for exemption should be referred to the Board. This is a misunderstanding of which I might have been guilty myself. It is unfortunate that there should be such a difference between business English and official English. I hope the public and the unofficial members will pardon us.

The CHAIRMAN—The application is that the base woodwork be exempt from limewashing.

Mr. HOOPER moved that the application be granted.

The CHAIRMAN read the letter.

Hon. Mr. BREWIN—Is that an application for exemption?

Mr. HOOPER—That is meant for an application.

Mr. HEWETT—It is not a memorandum. It is a signed letter from the manager, which to the ordinary business man forms an application.

Hon. Mr. BREWIN—Would you mind reading it?

The CHAIRMAN read the letter.

Hon. Mr. BREWIN—Is that an application for exemption?

Mr. HOOPER—That is meant for an application.

Mr. HEWETT—You must take it in conjunction with the reply, ten days later, by which time the manager of the laundry presumed the application would be before the Board. The secretary writes "in reply to your letter, I am instructed by the Board to inform you that it appears on inspection . . . and to request you to have it cleaned with as little delay as possible."

The case is a distinct application for exemption from limewashing.

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The CHAIRMAN—The application is that the base woodwork be exempt from limewashing.

Mr. HOOPER moved that the application be granted.

Mr. HEWETT seconded.

On being put to the vote the Chairman declared that the motion was lost.

to the assurance you ask I shall be only too pleased to give you an assurance that every application should be laid before the Board. This particular one did not pass through my hands. I can understand it might have been regarded as not an application to the Board.

Mr. HEWETT—I know there are constantly complaints in the Chinese community as to the manner in which the regulations are enforced. It seems to me we ought to enforce them with as little friction as possible; and much of that friction is caused through the receipt of letters which are written as if they came from the Board. Had it been before the Board I believe the application would have been granted. The principle is a very important one. I am very glad to have your assurance.

The SECRETARY—May I explain so far as I am concerned in this matter. In the first place I have had instances from the Colonial Secretary that all letters must be written by the notice of His Excellency, and that he did not know. The Secretary had no technical knowledge. That, he must say, was something that required righting. He thought that should be brought to the notice of His Excellency, and that when the Legislative Council asked to sanction the estimates the relation between the two authorities should be discussed. He was sure His Excellency did not know that part of the money voted for sanitary charges was devoted to the Public Works Department.

Mr. HEWETT said the duties of the Sanitary Board and the Building Authority must overlap. There was an old maxim that a man cannot serve two masters, and it was, in his opinion, undesirable that an official should work part of his time for the Sanitary Board and another part for the Building Authority. He suggested a conference between both bodies to consider the instructions the ordinary routine correspondence was to be sent out in the name of the Board, he despatched the letter in question as part of the ordinary correspondences.

Mr. BAILEY—Is there any application for exemption in these papers?

The CHAIRMAN—No.

Mr. BAILEY—Then there is no application.

Mr. HOOPER—if anyone makes an application for an exemption, are the sub-committee to be the judges of that and not the Board?

The CHAIRMAN—The whole trouble has arisen through the fact that that memorandum was not regarded as an application.

Mr. BAILEY—It seems to me, sir, that that is not an application.

Mr. HEWETT—It is not a memorandum. It is a signed letter from the manager, which to the ordinary business man forms an application.

Hon. Mr. BREWIN—Would you mind reading it?

The CHAIRMAN read the letter.

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The CHAIRMAN—The application is that the base woodwork be exempt from limewashing.

Mr. HOOPER moved that the application be granted.

Mr. HEWETT seconded.

On being put to the vote the Chairman declared that the motion was lost.

WATER TANKS.

An application for permission to erect a water tank in a back yard was received.

Mr. BAILEY—What is it for?

The PRESIDENT—To store water.

Mr. HEWETT—if we grant this one we may have hundreds of applications, especially at this time.

The application was refused.

SANITARY BOARD v. BUILDING AUTHORITY.

Mr. HEWETT moved that the matter marked "confidential" be treated as ordinary business.

Mr. LAU CHU PAK seconded.

The PRESIDENT—I see no reason why it should not come before a meeting of the Board.

The PRESIDENT explained that at last meeting a recommendation was received from the Medical Officer of Health for the appointment of an additional inspector of nuisances for Kowloon owing to the increase in the amount of sanitary work in that part of the Colony. It was referred to a sub-committee consisting of Messrs. Hooper and Humphreys and himself to consider the question and report. The report was now ready. It was signed by both Mr. Hooper and Mr. Humphreys, but he had not felt justified in signing it.

The report expressed the opinion that it was not necessary to appoint a sanitary inspector, because the sub-committee did not anticipate any immediate growth of Kowloon and pointing out that sanitary inspectors had to discharge duties for the Building Authority as well as the Sanitary Board.

The PRESIDENT said he was unable to sign the report because he considered that if work was carried out by the inspectors at present was transferred to the officers of the Building Authority it would be more expensive. He thought the matter might stand over for twelve months. Mr. Hooper was certainly in a position to say whether there was likely

to be any work in Kowloon. He (the President) thought they ought to be content with the appointment of an additional foreman scavenger, which the report also recommended.

Mr. HOOPER—in moving the adoption of the report, said he was surprised to find it was not unanimous report. Proceeding, he remarked that the sub-committee had found that several duties were carried out by the Board's inspectors for the Public Works Department, with which the Board had no concern and in respect of which they had no jurisdiction. It would be admitted that if their servants had not those duties to perform there would be no necessity for additional inspectors. He would go further and say they would do with less than they had to-day. It was astonishing to find that the

Inspectors of the Chinese community as to the manner in which the regulations are enforced. It seems to me we ought to enforce them with as little friction as possible; and much of that friction is caused through the receipt of letters which are written as if they came from the Board.

Hon. Mr. BREWIN—It is a legal question, I think:

The SECRETARY then stated that the letters he had received this year up to date numbered 1,003, and during that time there had been five Board meetings. If he were to submit all the letters he received that would amount to 200 at each meeting. When that application came before him it was sent to the Medical Officer of Health, who, with the President, formed a sub-committee to deal with all applications in connection with limewashing. That matter as to whether unpainted woodwork should be limewashed had been dealt with by the Board on November 5th, 1903, and in accordance with that decision and the instructions that ordinary routine correspondence was to be sent out in the name of the Board, he despatched the letter in question as part of the ordinary correspondences.

Mr. HEWETT said the duties of the Sanitary Board and the Building Authority must overlap. There was an old maxim that a man cannot serve two masters, and it was, in his opinion, undesirable that an official should work part of his time for the Sanitary Board and another part for the Building Authority. He suggested a conference between both bodies to consider the instructions the ordinary routine correspondence was to be sent out in the name of the Board, he despatched the letter in question as part of the ordinary correspondences.

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Mr. HOOPER moved that the application be granted.

Mr. HEWETT seconded.

On being put to the vote the Chairman declared that the motion was lost.

BREEDERS OF PLAGUE.

The number of houses limewashed during the fortnight ending March 13th is 4,375 in the eastern, 3,765 in the central and 3,755 in the western district.

BREEDERS OF PLAGUE.

The rat return, which was laid on the table, showed that out of 658 rats caught during the week ending March 10th 48 were infected; while 45 rats were discovered out of 719 killed during the following week.

The M.O.H. asked the Board to again advertise asking people to report whenever they found their houses rat-ridden. They do so now, he said, but a reminder would be advisable as the plague season is beginning.

THE FOG.

The dense fog which has prevailed outside the harbour during the last few days has delayed the arrival of many vessels from the North.

The American Mail steamer *China* which left Manila at noon on Friday and was expected to reach here on Sunday had not arrived when this was written last evening. The *Longsang* which was also due here from Manila on Monday morning did not arrive until nearly five o'clock yesterday afternoon, but the *Zafiro* found her way into port yesterday. The French mail steamer *Oceanie*, from Shanghai, was sighted at W'agan on Monday evening, but did not enter the harbour until half past three o'clock yesterday, while the mail from the South was also late in arriving. The number of vessels waiting outside, already large, is constantly increasing, and old mariners declare that not for long has there been experienced such a calm in that vicinity as prevails at present.

LADY PIGGOTT'S FUND.

Lady Piggott begs to acknowledge with thanks the following further donations to the Japan Fund Fund:

Mr. M. J. D. Stephens . . . \$100.00
An Anonymous Donor 50.00
Already acknowledged 787.50

Total \$937.50

POLICE COURT.

Tuesday, March 20th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

AN ECHO OF THE BOYCOTT.

At the instance of Inspector Collett five natives, three men and two women, were charged with applying a false trade description to goods.

Inspector Collett stated that the defendants were found by the police transferring American flour from bags branded "U.S.A." to other bags without a brand, presumably with the object of selling the flour which Chinese would not buy while bearing the American trademark. The case was remanded.

ALLEGED DOGUS COLLECTOR.

Leung Tak-ting was prosecuted by C. of Detective-Inspector Hanson for obtaining money by false pretences.

The defendant was arrested by Detective Sergeant Earner, who is said to have been visiting the principal business places in the city and collecting subscriptions towards a hospital called the Yun Ngol. This place is situated at No. 44, Battery Street, and when the premises were visited by the police one bed was found therein, and two women. The total sum collected by defendant to date of his arrest was \$169.

The case was remanded.

ALLEGED ASSAULT BY A POLICEMAN.

The hearing of the charge of assault by J. Cree, foreman, Quarry Bay, against P. C. Goldring, (of Messrs. Bruton,

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 6th Ed.

Lieut's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

BOARD & RESIDENCE, with a private Family in Hongkong, by a Young Couple, without Children. State terms.

Apply to — "H. F. K."

Care of "Daily Press" Office.

Hongkong, 21st March, 1906. [691]

C. U. S. R. A.

THE DATE in the "AFFINITY COMPANY" has unavoidably had to be altered again. It will now take place on STONECUTTER'S RANGE on THURSDAY, 22nd inst., commencing at 3:30 p.m. A Special Launch leaves Blake Pier at 2:15 p.m. Post entries accepted.

H. J. KELLSALL,
Major, R.A.
Hongkong, 21st March, 1906. [692]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship
"HAIMUN,"
Captain A. J. Robson, will be despatched for the above Port TO-MORROW, the 22nd inst., at 10 A.M., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 21st March, 1906. [689]

FOR SHANGHAI

(Taking Cargo at Through Rates to TSINGTAO
and CHEMULPO.)

THE Steamship
"LYEEMOON,"
Captain Th. Lehmann, will be despatched for the above Port on FRIDAY, the 23rd inst., at 8 p.m.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.

Hongkong, 20th March, 1906. [636]

S. S. ARMAND BEHIC."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Bagdad" and Douro, from Havre ex s.s. "Ville d'Avranches," in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 p.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 20th March, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before 20th March, or they will not be recognized.

All damaged packages will be examined on Tuesday, the 20th March, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 20th March, 1906. [2]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NICOMEDIA,"
FROM PORTLAND (OR), YOKOHAMA,
KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for confirmation, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

S. SILVERSTONE,
Acting General Agent.

Hongkong, 20th March, 1906. [13]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"POONA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo —

From London, &c.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 20th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 20th March, 1906. [1]

NEW ADVERTISEMENT

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS"
FROM ANTWERP, LONDON
AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 20th March, 1906. [687]

INTIMATIONS.

LOST.

ON FRIDAY, the 16th instant, a BLACK AND WHITE POINTER DOG about five months old. Anyone returning the same to E. M. HAZELAND will be rewarded.

Hongkong, 20th March, 1906. [675]

WANTED.

SITUATION as TYPIST by a Young Man, who has had several years' experience in Lawyers' Offices and Consular Service. First-class references. "X." Apply to — Care of Daily Press Office.

Hongkong, 20th March, 1906. [676]

NOTICE.

M. R. RICHARD HANCOCK is authorised to sign the name of our Firm for Procurement. SHEWAN, TOMES & CO.

Hongkong, 26th February, 1906. [502]

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the HONGKONG HOTEL, at 8 o'clock P.M. on SATURDAY, the 7th April, 1906.

Members wishing to be present and Devonians wishing to join the Society are requested to communicate with

MR. WILFRID S. NORTHCOTE,
Hon. Secretary.

Care of Hongkong Club.

Hongkong, 20th March, 1906. [679]

NOTICE.

THE NINTH DRAWING of Sixty-Five DEBENTURES of the HONGKONG CLUB, \$100 each, was held in the Hongkong Club House on SATURDAY, the 17th inst., when the following DEBENTURES were DRAWN FOR REDEMPTION —

7 357 808 1,304 1,705
14 369 905 1,303 1,712
30 407 940 1,315 1,731
121 500 945 1,435 1,736
151 513 946 1,419 1,758
173 629 1,615 1,476 1,816
215 634 1,679 1,577 1,822
216 733 1,682 1,694 1,816
219 744 1,695 1,683 1,947
226 769 1,139 1,634 1,952
231 807 1,190 1,635 1,953
279 821 1,200 1,681 1,967
280 828 1,273 1,638 1,990

and will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on SATURDAY, the 31st day of March, 1906, in exchange for surrender of same.

By Order,

C. H. GRACE,
Secretary.

Hongkong, 17th March, 1906. [666]

NOTICE.

HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under —

On THURSDAY, 22nd MARCH —

From High West in a Westerly direction, at ranges up to 8,000 yards, commencing on conclusion of practice from Pinewood (about 3:30 P.M.) and finishing at 5 P.M.

On MONDAY, 26th MARCH —

From Bee Vista on to Mount Collison and Tytan Hay, at ranges up to 8,000 yards, commencing at 10 A.M., and finishing at 1 P.M.

If the weather is unfavourable on either of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

L. BARNES LAWRENCE, Captain, R.N., Harbour Master, &c.

15th March, 1906. [659]

NOTICE.

THE RESIDENCE of the late Physician and Naturalist, Mr. GOMES DA SILVA, with all its surroundings, delightfully situated on the Southern Slope of Jananeiro Mountain and facing the South-west. Buyers may apply to His Lordship the JUDGE OF MACAO.

AND ALSO the MINERALOGICAL, BOTANICAL and ZOOLOGICAL COLLECTIONS of the same Physician and Naturalist.

Macao, 15th March, 1906. [658]

NOTICE.

FOR SALE.

TO BE SOLD AT MACAO,
VILLA BRANCA.

A DRESSING, DRYING and BATHROOMS; distant thirteen minutes by chair from the Tram; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For Particulars and Terms, apply to —

SHEWAN, TOMES & CO.

Hongkong, 19th March, 1906. [571]

NOTICE.

GEO. FENWICK & CO., LTD., Engineers

&c., are open to receive OFFERS FOR

THE PURCHASE OF THEIR WANCHAII PROPERTY, comprising portions of Marine Lots Nos. 31 and 36; approximate area 43,000 square feet.

* For further particulars apply to the Company.

Hongkong, 12th July, 1906. [135]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are in

sale daily at Mr. H. RUTTENBERG'S

KOWLOON STORE, No. 36, Elgin Road

and Mr. AH YAU'S FERRY WHARF

STALL.

Hongkong, 22nd December, 1905.

NOTICE

O.S.S. CO., LTD. and C.M.S.N. CO., LTD.

Hongkong, 9th March, 1906. [558]

NOTICE TO CONSIGNEES

OF THE "TELEMACHus"

arrived from Victoria, B.C., 2nd July, 1905. 2,798 pieces

Lumber marked W.Y.T.C. Co.

BUFFET FIELD & SWILLE,
Agents.

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Hongkong, 20th March, 1906. [558]

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Hongkong, 1st March, 1906. [527]

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Hongkong, 8th August, 1905. [621]

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Hongkong, 21st September, 1905. [235]

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Hongkong, 21st September, 1905. [688]

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37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. [563]

SCIENTIFIC MISCELLANY.

ELECTRIC ASPHYXIATION—THE AIR DUST—
LOCAL METEORITES—RADIOTHERAPY—ELECTRIC
LIGHT DISINFECTION—ANIMAL PESTS NOT
WANTED.

The human body varies greatly in its resistance to electric shocks and healthy men have been killed by little more than 100 volts, while other men have survived many thousand volts. Nervous affections, heart disease, intemperance and other morbid conditions increase the danger. At a late congress of Austrian medical men the conclusion was reached from the experience of recent years that death from electricity results from paralysis of the central organs of respiration. Though apparently killed, the victim of electric shock is at first seldom more than asphyxiated. In the Austrian hospitals the treatment is the same as in ordinary suffocation—process of artificial respiration—and many lives are undoubtedly saved in this way, while many others are as certainly lost through failure to apply the remedy in time.

The atmosphere contains a great quantity of solid matter—usually imperceptible, though visible when a ray of sunlight enters a dark room. A. Ditté states that a cubic meter of the air of Paris usually contains 6 to 8 milligrams of dust—sometimes 23 milligrams—but away from cities there is less. Nearly a third of the city dust is organic matter containing living germs. The dust usually carries a few metals—sodium, calcium, magnesium, aluminium, and especially iron, with nickel and cobalt, the last three being brought to the air in meteoric dust from space.

The effect of ultra-violet rays of light on some kinds of glass is strikingly shown at high altitudes. At a mountain station of the Canadian Pacific Railway—5,000 or 6,000 feet high—green glass telephone insulators have changed to brilliant purple.

Meteorites are usually regarded as stones from space, differing in composition, but all having a similar origin and belonging to one general class. From 25 years of observation, the director of the Geological Survey of Mexico reaches a novel conclusion. Mexico is a region of many meteorites, which range in size from a monster of 27 tons downward, and a study of these stones gives evidence that there are three zones in the country—northern, central and southern—marked by a different class of meteorites for each zone. This opens a remarkable field for speculation. Why certain localities should attract certain meteorites, or why the meteorites select certain places to fall upon, is difficult to guess, and a solution of the problem may show that some meteorites have a terrestrial or local origin.

The possible value of radium to the physician still remains chiefly a matter of conjecture. Two Italians, Tissoni and Bongiovanni, have satisfied themselves that it has an important influence upon rabies, and that it may act either upon the virus or directly upon the bitten animal. When the virus is exposed for 4 to 36 hours to radium rays it is converted into a powerful vaccine, injections into a rabbit's eye overcoming the otherwise fatal effects of inoculations with dog's virus. With a powerful specimen of radium, and direct exposures of several hours during six days, animals inoculated 48 to 100 hours before treatment were saved, while similarly inoculated animals not treated all died.

Many observations have convinced Mabel S. Nelson, a British psychologist, that men hear better than women, and that both men and women hear farther with the right than the left ear. Men are clearly superior in recognizing blue, and women are possibly superior in recognizing yellow.

The largest grasshoppers are found in South America, where some specimens reach a length of 5 inches, with a spread of wings of 10 inches.

The electric disinfecter recently exhibited in London is believed to be the first attempt to use rays of light for killing disease germs in bedding and clothing as they have been used by Elsén for destroying germs in the skin. The apparatus, specially designed for hotels and hospitals, consists of a metal chamber 7 feet high by 9 feet long and 6 feet wide, fitted with the Dowson system of heating by means of powerful electric lamps. The bedding and other articles to be disinfected are placed in a rotating cage of five sections in the centre of the chamber. Both light and heat—the temperature being raised to 300° F. or 350° dog F.—play a part in the germ-killing, and steam and chemicals are entirely discarded. In another application, the apparatus is made to free moth-eaten articles from all living moths and eggs.

The importation of injurious birds and mammals into the United States has been carefully guarded against since the passage of the Lacey Act on May 25, 1900. In the five years ending June 30, 1905, the authorities issued 1,591 permits for the entry of 1,066,314 birds (chiefly canaries), 2,316 mammals, and 38 reptiles, and 13 permits for the entry of 15,500 eggs of game birds. Of the consignments 402 were inspected, but 7, mongsos, 54 flying foxes or fruit-eating bats, 1 kohlmäuse, 15 blauwassen and 2 starlings have been refused entry. At Honolulu 6 kcas were refused entry.

Penny-in-the-slot billiard tables are the idea of an ingenious German. The first coin causes the balls to drop on the table from invisible pockets, and at the end of fifteen minutes one side of the table rises two inches, stopping all play until another payment is deposited.

The small lake of Sewalik, in Alaska, has regular tides, probably due to underground connection with the sea, and the water of the bottom is salt while that of the surface is fresh.

THE CRUSADE CYCLE COMPANY,
Lionel Street, Birmingham, will be glad
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PLANTER LIFE IN THE F.M.S.

A Ceylon Planter's first impressions of the Federated Malay States, where he has settled, are interesting reading. He says:

I proceed to describe things from where I left off in my last letter from Port Swettenham. I got here easily enough by train. It was a 2 hours' journey to Kuala Lumpur, where I had to wait an hour, and 24 hours on. All the country has been opened as far as Kuala Lumpur, but most of it is overgrown with tall grass—a beast of a weed, something like Ceylon liliac grass, only worse. It was not a very interesting journey, except that it passed through the great Klang river district, and I saw a lot of rubber on Pataing, Sungai Renggam, and Sungai Way estates. Ceylon men are on Pataing and on Sungai Renggam. The trains here are very comfortable and fast. They are corridor trains, and you can go right through from one end to the other. Beyond Kuala Lumpur we passed through a lot of tin mining done by Chinese, in a very primitive way, apparently; and beyond a place called Kajang we came into a splendid high jungle and began to feel cut-off of the world. We are absolutely buried in jungle here—miles and miles of it, I believe. The bungalow is a weird-looking affair on posts, about 4 feet off the ground, with an enormously high and huge roof, open. The walls are weather-boarding simply, and the rooms are merely partitioned off from one another, no ceiling. The roof consists of rags leaves (attaps) woven together and thatched on. It is very old and full of enormous holes. We are situated on the very edge of the main forest, and the estate has been opened in a long strip from the bungalow, which makes it a big business to get to the further fields. . . . We have an extraordinary labour force, to wit, Chinese wedding contractors, Javanese tappers, King (otherwise the common or garden cootie), tailors, scrappers, Malay fellings contractors, two Siamese hawking servants, a Jaffna Tamil conductor, and we make up an Englishman and Irishman between us, being each half and half! . . . The Japanese don't know how to tap properly, and have to be taught what they have learnt, and taught decent work. Moreover, they have to be treated very tenderly, as they are extremely touchy and think themselves every bit as good as you are. They are most amusing little chaps and full of fun. All wear hats, loose baggy trousers just below the knee, and a shirt or coat of sorts. They are particularly fond of teacup hats, and wear very good ones. In fact, I'm ashamed to wear mine! They all talk Malay as well as their own language, and come up and tap you on the shoulder when they want to speak to you. Also, when they have finished putting out their row of cups in the trees, they squat down and light a cigarette, often a "Capstan" or "Three Castles," and wait till the milk has dried on the cuts. . . . It is not half a bad place. . . . There is tennis to be had in the town, a club, etc., and several ladies to be called on. . . . We are having a new bungalow built at once—a good bungalow and in a more central position. At present we both start for muster at a ghastly early hour as it is so far away, and stay out all day, having breakfast under a spreading rubber tree. We knock off work at 2 p.m. and have the evening to ourselves, 2 p.m. is quite late enough in this climate, though really it is not so hot as the Ceylon low-country, and the nights are beautifully cool. I am getting to quite like this part of the world now. . . . Ultimately, I think, it is very much marginal. All the mornings are cool up till 12 p.m., and the evenings and nights after 5 p.m., or 4 p.m., so that it is only really hot for 4 hours in the early afternoon. We have had very little rain. . . . We have started felling jungle and clearing a site for our new bungalow, which I am looking forward to getting into as this is a very weird shanty. . . . would be very interested in all the weird creatures that chirrup and scream and bark and fight about it. Among them we have two Muhy kittens, which have no real tail, but what they have is short and curly, and L—would be awfully interested in all the animals one hears and sees out of doors in the days and nights. Flying lizards, real lizards, all complete with a pair of wings in addition, with which they fly about among the rubber trees; also "wowl-wow" monkeys, so called because of their weird dismal howl at early hours in the morning, just like a dog's howl. I saw some big horribles the other day, and shot a very tiny deer at the foot of the garden one morning.

JAPANESE CURRENCY.

The rise in the price of silver has hit the Japanese dollar badly. According to certain newspapers, the Japanese Government intend to mend matters by introducing a bill into the Diet to alter the ratio of silver to gold, which was fixed when the gold standard was established in 1890. It is proposed to change the ratio from 28.75 to 23. This alteration in Japan will entail changes in the present silver coinage. The fifty and twenty sen pieces will be lessened in weight and size by about one-third. The ten sen pieces, however, will not be altered, as a reduction in their size might be of inconvenience.

It is understood that the proposals are made partly with a view to making the fifty sen and twenty sen pieces more suited for convenient use, and partly to secure a true equilibrium between the ratios. As the value of the fifty and twenty sen coins now current is about Y5,000,000, the profit which the Government will ultimately obtain by lessening the weight is estimated at about Y16,000,000.

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[38-17]

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Hongkong, 6th April, 1904. [1927-2]

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Be quite sure you get KEATING'S

IT KILLS
FLEAS, BEETLES, BUGS, FIES

SHIPPING.

ARRIVALS.

ARMAND BEHIC, French str., 2,519, "Guineau," 20th March—Marseilles and Saigon 17th March. Mail and General—Messageries Maritimes.
BAN-YEK, American str., 900, Fabregas, 13th March—Leide 14th March, Suez—Orla, 19th March—Singapore 1st March, General Gib, Livingston & Co.
CHEONGSHING, British steamer, 1,256, S. J. Poole, 19th Mar.—Port Talbot, 1st Jan., via Batavia and Singapore 13th March, General—Jardine Matheson & Co.
HAIMUN, British str., 636, A. J. Robson, 20th March—Swatow 19th March, General—Doughs, Lapraik & Co.
HANGSAMO, British steamer, 20th March, from Canton.
LOONGSAMO, British str., 1,052, A. E. Sandbach, 20th March—Manila 16th March, General—Jardine Matheson & Co.
MEFOO, Chinese str., 1,339, A. A. Crawford, 20th March—Shanghai 16th Mar., General—Chinese.
NICOMEDIA, German str., 4,371, Wagemann, 19th March—Moji 10th March, flour and Lumber—Portland & Asiatic S.S. Co.
POONA, British str., 4,872, C. K. Longdon, 20th March—London via Ports, etc. R.N.A., 16th Mar.—London via Ports, etc. February Gezirr—P. & O. S. N. Co.
TAIWAN, British str., 1,042, J. A. Martin, 20th March—Bangkok 13th March, Rice and Meal—Chinese.
ZAFIRO, British str., 1,618, R. Rodger, 19th March—Manila 17th March, General—Showan, Tonic & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

March 20th.

Canadia, German str., for Yokohama.

Carl Diederichsen, German str., for Haiphong.

Loyal, British str., for Bangkok.

Shantung, British str., for Chefoo.

DEPARTURES.

March 20th.

DAGNY, Norwegian str., for Canton.

GLENORIE, British str., for Rangoon.

HAITAN, British str., for Coast Ports.

ITHAKA, German str., for Swatow.

KAMPOU, French str., for Kwangchauwan.

KOHSIANG, German str., for Bangkok.

KUMSANG, British str., for Calcutta.

KWANGLEI, Chinese str., for Shanghai.

SENGBANDUA, German str., for Kobe.

SHANSI, British str., for Shanghai.

SHOSHU MARU, Japanese str., for Swatow.

TAMING, British str., for Manila.

VICTORIA, Chinese str., for Chefoo.

WINGSANG, British str., for Shanghai.

SHIPPING REPORTS.

The British str. *Hainan* reports: Dense fog throughout, calm and smooth.The British str. *Loungpan* reports: Calm, fine clear weather. Foggy outside.The British str. *Zafiro* reports: Light variable air, smooth sea and fine clear weather all the way over.The British str. *Taiwan* reports: Fine down, Gulf of Shan, strong N.E. winds to Padam, and dense fog outside Gap Rock hence.The British str. *Cheongshing* reports: From Singapore light winds and generally fine weather, hazy air approaching Hongkong.The German str. *Nicomedea* reports: The first two days westerly winds, then N.E. moderate breeze and sea. Ten miles outside Wagon on the 18th inst., at 2 p.m., became very foggy weather, anchored outside till 19th, 2.30 p.m.

VESSELS IN DOCK.

March 20th.

ABERDEEN DOCKS.—*Indomarini*, Pisanian dock, Fowey Dock.—*Falsham*, Jenfeld, St. M. U.S.S. *Harry*, U.S.S. *Caltha*, *Hawii*, H.M.S. *Hard*, *Kinsale*. COSMOPOLITAN DOCK.—

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Captain H. Olsen, will be ready to load for the above places on the 30th instant.

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NORD DEUTSCHE LLOYD,
MELCHERS & CO., Agents.

Hongkong, 15th March, 1906. [61]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
"BENVORLICH," Captain Thomson, will be despatched as above to-day, the 21st inst.

To be followed by s.s.

"BENDEL."

About the 26th March.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th February, 1906. [516]

DAMPFSCHIFFS RHEDEREI "UNION"
ACHTEN-GESELLSCHAFT.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship
"VERONA," Captain Dobronz, will be despatched for the above port or on about WEDNESDAY, 21st March.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 21st February, 1906. [465]

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON

THE Company's Steamship
"Zaida," Captain A. M. Rait, will be despatched as above on SUNDAY, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 19th March, 1906. [671]

PROJECTION SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "kw." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Masters to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAMES | PLATE & RIG | BERTH | CAPTAIN | FOR FREIGHT APPLIED TO | TO BE DESPATCHED |
|-------------------------------------|------------------|-------------|-------|---------------------|--------------------------|---------------------------|
| LONDON & ANTWERP. | BENVORLICH | Brit. str. | — | Thomson | GIBB, LIVINGSTON & CO., | To-day. |
| LONDON & ANTWERP VIA SINGAPORE, &c. | DELTA | Brit. str. | — | C. L. Daniel | P. & O. S. N. CO. | On 24th inst., at Noon. |
| AMSTERDAM, LONDON & ANTWERP. | TELEMACHUS | Brit. str. | 1 m. | B. W. H. Snow | P. & O. S. N. CO. | About 23rd inst. |
| AMSTERDAM, LONDON & ANTWERP. | DIOMEA | Brit. str. | 1 m. | — | BUTTERFIELD & SWINE | On 27th inst. |
| AMSTERDAM, LONDON & ANTWERP. | THENKAI | Brit. str. | 1 m. | — | BUTTERFIELD & SWINE | On 10th April. |
| AMSTERDAM, LONDON & ANTWERP. | BELLEROTH | Brit. str. | 1 m. | — | BUTTERFIELD & SWINE | On 24th April. |
| MARSEILLE, &c., via PORTS OF CALL. | CALCAS | French str. | — | — | BUTTERFIELD & SWINE | On 8th May. |
| BRUEMEN, via PORTS OF CALL. | TONIN | French str. | — | — | BUTTERFIELD & SWINE | On 22nd May. |
| HAVRE & HAMBURG via STRAITS, &c. | BAVARIA | Ger. str. | — | Charbonnel | MESSAGERIES MARITIMES | On 3rd April, at 1 P.M. |
| HAVRE & HAMBURG via STRAITS, &c. | SAXONIA | Ger. str. | — | — | — | On 29th inst., at Noon. |
| SILESIA | GERMANY | Ger. str. | — | — | — | On 24th inst. |
| SCANDIA | SCANDIA | Ger. str. | — | — | — | On 31st inst. |
| SENEGAMBIA | SENEGAMBIA | Ger. str. | — | Dobronz | — | On 13th April. |
| SEGOWIA | SEGOWIA | Ger. str. | — | Potter | — | On 21st April. |
| C. FRED LAERZ | C. FRED LAERZ | Aus. str. | — | Schoenfeldt | — | On 5th May. |
| PERSEA | PERSEA | Aus. str. | — | Meierhofer | — | On 10th May. |
| KINTUCK | KINTUCK | Brit. str. | 1 m. | Crashott | SANDER, WIELER & CO. | On 2nd April, P.M. |
| HECTOR | HECTOR | Brit. str. | 1 m. | — | — | On 20th April. |
| VERONA | VERONA | Brit. str. | 1 m. | Dobronz | BUTTERFIELD & SWINE | On 20th May. |
| SHIMONA | SHIMONA | Brit. str. | 1 m. | — | — | About 21st inst. |
| VANDALIA | VANDALIA | Brit. str. | 2 m. | Haus | CARLOWITZ & CO. | About 3rd April. |
| EMPEROR OF CHINA | EMPEROR OF CHINA | Brit. str. | 1 m. | — | — | On 28th inst. |
| ATHENIAN | ATHENIAN | Brit. str. | 1 m. | McArthur | CANADIAN PACIFIC R. CO. | On 11th April. |
| TEUCER | TEUCER | Brit. str. | 1 m. | — | BUTTERFIELD & SWINE | On 18th April. |
| LYEA | LYEA | Am. str. | — | Wagemann | DOWDELL & CO., LTD. | On 4th April. |
| DAKOTA | DAKOTA | Am. str. | — | — | — | On 23rd April. |
| NICOMEDIA | NICOMEDIA | Ger. str. | — | — | SHEWAN, TOME'S & CO. | On 24th inst., at Noon. |
| DAKOTAH | DAKOTAH | Brit. str. | — | — | — | On 25th April. |
| GLENPARK | GLENPARK | Brit. str. | — | — | TOYO KISEN KAISHA | About 10th April, Noon. |
| CHANGSHA | CHANGSHA | Brit. str. | — | — | BUTTERFIELD & SWINE | On 27th inst. |
| AUSTRALIAN | AUSTRALIAN | Brit. str. | — | McArthur | GIBB, LIVINGSTON & CO. | On 31st inst., at Noon. |
| PRINZ WALDEMAR | PRINZ WALDEMAR | Brit. str. | — | Woltemer | MELCHERS & CO. | On 3rd April, at Noon. |
| POONA | POONA | Brit. str. | — | — | — | About 20th inst. |
| NORGE | NORGE | Brit. str. | — | — | — | Quick despatch. |
| CHINTUNG | CHINTUNG | Brit. str. | — | — | — | On 2nd April. |
| HANGSAMO | HANGSAMO | Brit. str. | — | — | JARDINE, MATHESON & CO. | To-morrow, at 4 P.M. |
| SHANGHAI | SHANGHAI | Brit. str. | — | Th. Lohmann | MESSERSEN & CO. | On 23rd inst., at 3 P.M. |
| SHANGHAI | SHANGHAI | Brit. str. | — | W. W. Cooke, R.N.R. | BUTTERFIELD & SWINE | On 24th inst. |
| SHANGHAI | SHANGHAI | Brit. str. | — | — | — | On 23rd inst. |
| SHANGHAI | SHANGHAI | Brit. str. | — | — | — | On 29th inst., A.M. |
| SHANGHAI | SHANGHAI | Brit. str. | — | — | OSAKA SHOSEN KAISHA | On 25th inst., at 10 A.M. |
| SHANGHAI | SHANGHAI | Brit. str. | — | — | — | On 1st April, at 10 A.M. |
| SHANGHAI | SHANGHAI | Brit. str. | — | — | OSAKA SHOSEN KAISHA | Today, A.M. |
| SHANGHAI | SHANGHAI | Brit. str. | — | — | — | On 25th inst., Daylight. |
| SHANGHAI | SHANGHAI | Brit. str. | — | — | — | To-morrow, at 10 A.M. |
| SHANGHAI | SHANGHAI | Brit. str. | — | — | — | On 23rd inst., at 4 P.M. |
| SHANGHAI | SHANGHAI | Brit. str. | — | — | SHEWAN, TOME'S & CO. | On 23rd inst., at 10 A.M. |
| SHANGHAI | SHANGHAI | Brit. str. | — | — | — | On 27th inst. |
| SHANGHAI | SHANGHAI | Brit. str. | — | — | — | On 31st inst., at Noon. |
| SHANGHAI | SHANGHAI | Brit. str. | — | — | — | To-morrow, at 3 P.M. |
| SHANGHAI | SHANGHAI | Brit. str. | — | — | — | On 24th inst., at 3 P.M. |
| SHANGHAI | SHANGHAI | Brit. str. | — | — | DAVID SASSON & CO., LTD. | On 27th inst., at 3 P.M. |
| LAISANG | LAISANG | Brit. str. | — | — | JARDINE, MATHESON & CO. | Quick despatch. |
| TILITJAP | TILITJAP | Dut. str. | — | — | — | — |

VESSELS ADVERTISED AS LOADING

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE

OUTWARDS.

| FROM | STEAMERS | DUE |
|-----------------------|---------------|----------------|
| GLASGOW and LIVERPOOL | "KINTUCK" | On 26th March. |
| GLASGOW and LIVERPOOL | "BELLEROPHON" | On 4th April. |
| GLASGOW and LIVERPOOL | "CALCHAS" | On 11th April. |
| GLASGOW and LIVERPOOL | "MOYUNE" | On 14th April. |
| GLASGOW and LIVERPOOL | "TEUCER" | On 14th April. |
| GLASGOW and LIVERPOOL | "DARDANUS" | On 21st April. |
| GLASGOW and LIVERPOOL | "HECTOR" | On 21st April. |
| GLASGOW and LIVERPOOL | "JASON" | On 28th April. |

HOMEWARDS.

| FROM | STEAMERS | TO SAIL |
|---------------------------------|---------------|----------------|
| AMSTERDAM, LONDON and ANTWERP | "TELEMACHUS" | On 27th March. |
| AMSTERDAM, LONDON and ANTWERP | "DIOMED" | On 10th April. |
| GENOA, MARSEILLES and LIVERPOOL | "KINTUCK" | On 20th April. |
| AMSTERDAM, LONDON and ANTWERP | "TEENKAI" | On 24th April. |
| AMSTERDAM, LONDON and ANTWERP | "BELLEROPHON" | On 8th May. |
| GENOA, MARSEILLES and LIVERPOOL | "HECTOR" | On 20th May. |
| AMSTERDAM, LONDON and ANTWERP | "CALCHAS" | On 22nd May. |

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

| FOR | STEAMERS | TO SAIL |
|--|----------|----------------|
| VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA HAMA | "TEUCER" | On 18th April. |
| NAGASAKI, KOBE and YOKO- | "TYDEUS" | On 16th May. |

WESTWARD.

| FROM | STEAMERS | TO SAIL |
|---|--------------|----------------|
| TACOMA, SEATTLE, VICTORIA and PACIFIC COAST | "TELEMACHUS" | On 25th March. |

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [9-10]

Hongkong, 5th March, 1906.

CHINA NAVIGATION CO.
LIMITED.

FOR SHANGHAI STEAMERS TO SAIL
MANILA, ZAMBOANGA PORT "SHAOSHING" On 24th March.
MANILA, THURSDAY ISLAND "TEAN" On 27th March.
COQUITLAM, CAIENS "CHANGSHA" On 27th March.
TOWNSVILLE, BRISBANE "KAIFONG" On 31st March.
SYDNEY and MELBOURNE "CHINGTU" On 2nd April.
KOBÉ The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.
Taking cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th March, 1906.

[11]

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER DIENST.

Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIK PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

| | | | |
|--------------------|--|----------------------|-----------------------|
| SAXONIA | HAVRE and HAMBURG | On 24th Mar. | Freight. |
| Capt. Sachs | (Calling at Singapore, Penang and Colombo) | | |
| * SILESIA | HAVRE and HAMBURG | On 31st Mar. | Freight & Passengers. |
| Capt. Bahr | (Calling at Singapore, Penang and Colombo) | | |
| * SCANDIA | HAVRE, BREMEN and HAMBURG | On 13th April | Freight & Passengers. |
| Capt. v. Dohren | (Calling at Singapore, Penang and Colombo) | | |
| SENEGAMBIA | HAVRE and HAMBURG | On 21st April | Freight. |
| Capt. Peter | (Calling at Singapore, Penang and Colombo) | | |
| SEGOVIA | HAVRE and HAMBURG | On 5th May | Freight. |
| Capt. Schönfeldt | (Calling at Singapore, Penang and Colombo) | | |
| C. FERD. LAEISZ | HAVRE and HAMBURG | On 16th May | Freight. |
| Capt. Meyerdietsch | (Calling at Singapore, Penang and Colombo) | About middle of May. | Freight. |
| Capt. Haase | (Calling at Singapore, Penang and Colombo) | | |

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabin amidships. Lighted throughout by electricity. Duly qualified doctor and stewardess are carried.

For further particulars, apply to

HAMBURG-AMERIKA LINIE

HONGKONG OFFICE, KING'S BUILDING.

[32]

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION:

THE CO'S BS. LEAVING

| | | |
|-----------------------|-----------------|----------------------|
| * TAMSUI via SWATOW | "DALIJN MARU" | SUNDAY, 25th Mar. |
| AND AMOI | H. ORTA | at 10 A.M. |
| * TAMSUI via SWATOW | "DAIGI MARU" | SUNDAY, 1st April. |
| AND AMOI | S. TAGAMI | at 10 A.M. |
| ANPING via SWATOW | "MAIDZURU MARU" | WEDNESDAY, 21st Mar. |
| AND AMOI | MEELEN | A.M. |
| * SHANGHAI via SWATOW | "ANPING MARU" | THURSDAY, 29th Mar. |
| AMOI and FOOCHOW | K. SHIRAKI | A.M. |

* These steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.

Hongkong, 19th March, 1906.

T. ARIMA, Manager. [14]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | Sailing Date. |
|----------|-------|----------------|----------------|
| LYRA | 4,417 | G. V. Williams | On 4th April. |
| SHAWMUT | 9,606 | E. V. Roberts | On 28th April. |

Cargo only:

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw a.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,

Hongkong, 22nd February, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER Lloyd, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

SAILING DATES.

| STEAMER | 1906 |
|-----------------------|------------------------------|
| BAYERN | WEDNESDAY ... 28th March |
| PRINZ REGENT LUITPOLD | WEDNESDAY ... 11th April |
| PRINZ EITEL FRIEDRICH | WEDNESDAY ... 25th April |
| SACHSEN | WEDNESDAY ... 9th May |
| PRINZ HEINRICH | WEDNESDAY ... 23rd May |
| ROON | WEDNESDAY ... 6th June |
| PREUSSEN | WEDNESDAY ... 20th June |
| ZETTEL | WEDNESDAY ... 4th July |
| GNEISENAU | WEDNESDAY ... 18th July |
| BAYERN | WEDNESDAY ... 1st August |
| PRINZ REGENT LUITPOLD | WEDNESDAY ... 15th August |
| PRINZ EITEL FRIEDRICH | WEDNESDAY ... 29th August |
| SAGLAN | WEDNESDAY ... 12th September |

ON WEDNESDAY, the 28th day of MARCH, 1906, at NOON, the Steamship
"BAYERN," Captain H. Formis, with MAIL, PASSENGERS, SPECIE, and
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 26th March. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 27th March, and Parcels
will be received on Board until NOON, on TUESDAY, the 27th March.

Contents of Packagings are required. No Purced Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TO INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class 1st Class 2nd Class 3rd Class

To MANILA ... \$50.00 \$30.00 \$20.00 return \$80.00 \$50.00 \$30.00

To NEW GUINEA ... 428 ... 28 ... 18.10 ... 41.00 ... 22.15 ...

To BRISBANE ... 430 ... 420 ... 24 ... 45 ... 23 ... 17.50 ...

POST OFFICE NOTICES.

A Pillar box has been placed at Pokfulam Police Station. It will be cleared daily at noon.

There will be a delivery of letters at Pokfulam leaving the G. P. O. daily at 10:30 a.m.

The following may now be obtained at the General Post Office counter:

Postal Guide for 1906 ... 20 cents each

Parcels Post Tariffs ... 20 cents each

The China, with the American mail left Manila on Friday, the 16th instant, at noon and may be expected here to day.

The Arcadia, with the English mail of the 23rd February, left Singapore on Saturday, the 17th instant, at noon, and may be expected here to day. This packet brings replies to letters despatched from Hongkong on the 23rd January, and the parcel mails closed in London for despatch by the all sea route on the 14th February, and for despatch overland on the 21st February.

A Mail for MACAO, is despatched per s.s. Wingchau on week-days at 5:00 p.m. On Sunday the mail for Macao is closed at 8:00 a.m.

Mails for CANTON, SAMSHUO and WUCHOW are closed on week-days at 7:30 a.m. and at 5:00 p.m.

Mails for CANTON, NAMPAO, SANHUEI, KONGMOON, KUMCHUK, SAMSHUO, and WUCHOW are closed every weekday, at 5 p.m. On Sunday the mails are closed at 9 a.m.

No mails are despatched to those places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR

PER

DATE.

| | | |
|---|----------------------------|-----------------------------|
| Swatow and Pangkor | Loose | Wednesday, 21st, 9:00 A.M. |
| Swatow, Singapore and Bangkok | Sealed | Wednesday, 21st, 9:00 A.M. |
| Tsingtao and Choofo | Shunting | Wednesday, 21st, 11:00 A.M. |
| Saigon | Telenacius | Wednesday, 21st, 1:00 P.M. |
| Macao | Hengshan | Wednesday, 21st, 1:15 P.M. |
| Swatow | Nankin | Wednesday, 21st, 3:00 P.M. |
| Europe, &c., &c., (Supplementary) | Oceanus | Wednesday, 21st, 5:00 P.M. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | Armand Bebie | Wednesday, 21st, 5:00 P.M. |
| Swatow | Hainan | Thursday, 22nd, 9:00 A.M. |
| Singapore, Batavia, Chefoo, Sumatra, Siam, Malaya and Macassar | Tytaljap | Thursday, 22nd, 11:00 A.M. |
| Macao | Huayshan | Thursday, 22nd, 1:15 P.M. |
| Singapore, Penang and Calcutta | Suisong | Thursday, 22nd, 2:00 P.M. |
| Shanghai | Hengyung | Thursday, 22nd, 3:00 P.M. |
| Anamoy Manila | Zakia | Friday, 23rd, 9:00 A.M. |
| Macao | Hengshan | Friday, 23rd, 1:15 P.M. |
| Shanghai | Lycenon | Friday, 23rd, 2:00 P.M. |
| Manila | Loongsang | Friday, 23rd, 3:00 P.M. |
| SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO | Printed Matter and Samples | 9:00 A.M. |
| (Supplementary mail on board up to the time fixed for departure of the mail.) | Registration | 9:00 A.M. |
| Extra postage 10 cents.) | Registration | 9:00 A.M. |
| Moji, Kobe, Yokohama and Portland | China | 10:00 A.M. |
| Europe, &c., INDIA via TUTICORIN | Nicomedia | 10:00 A.M. |
| (Late Letters 11:00 to 11:30 A.M. Extra postage 10 cents.) | Printed Matter and Samples | 10:00 A.M. |
| (Supplementary mail on board up to the time fixed for departure of the mail.) | Registration | 10:00 A.M. |
| Extra postage 10 cents.) | Registration | 10:00 A.M. |
| Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) | Letters | 10:00 A.M. |
| The Parcel mail will be closed at 5 p.m. on the 23rd inst. | Land and Building | 10:00 A.M. |
| Macao | Hengshan | Saturday, 24th, 10:00 A.M. |
| Singapore, Penang and Calcutta | Humphrey's Estate | Saturday, 24th, 11:00 A.M. |
| Shanghai | Kowloon Land & B. | Saturday, 24th, 12:00 P.M. |
| Anamoy, Manila | Shanghai Land | Saturday, 24th, 1:00 P.M. |
| Singapore, Penang and Calcutta | Westpoint Building | Saturday, 24th, 2:00 P.M. |
| Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth | Mining | Saturday, 24th, 3:00 P.M. |
| Manila | Charbonnages | Saturday, 24th, 4:00 P.M. |
| SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.) | Rauhe | Saturday, 24th, 5:00 P.M. |
| (Supplementary mail on board up to the time fixed for departure of the mail.) | Philippine Co. | Saturday, 24th, 6:00 P.M. |
| Extra postage 10 cents.) | Refineries | Saturday, 24th, 7:00 P.M. |
| Gregory Appear | China Sugar | Saturday, 24th, 8:00 P.M. |
| Shelving | Luzon Sugar | Saturday, 24th, 9:00 P.M. |
| Zetia | Steamship Companies | Saturday, 24th, 10:00 P.M. |
| Louising | China and Manilla | Saturday, 24th, 11:00 P.M. |
| Changsha | Douglas Steamship | Saturday, 24th, 12:00 A.M. |
| Tewu | H. C. Canton & M. | Saturday, 24th, 1:00 A.M. |
| Empress of China | Indo-China S.N.C. | Saturday, 24th, 2:00 A.M. |
| Letters | Shell Transport Co. | Saturday, 24th, 3:00 A.M. |
| TO-DAY. | Do. Prof. F. D. | Saturday, 24th, 4:00 A.M. |
| Ordinary Annual Meeting of China Sugar Refining Co., Ltd., noon. | Star Ferry | Saturday, 24th, 5:00 A.M. |
| Arrived. | Do. Now. | Saturday, 24th, 6:00 A.M. |
| For Bonnaires, from Singapore, Messrs. D. Dickson, R. Perry and J. C. Currie. | Shanghai & H. D. | Saturday, 24th, 7:00 A.M. |
| For Huai'an, from Swatow, Rev. Knox. | Do. D. & D. | Saturday, 24th, 8:00 A.M. |
| For Louingsang, from Manila, Messrs. Paul Becker, E. C. Elliott, George Byng, J. McCorley and Francis Fehrenbach. | South China M. Post | Saturday, 24th, 9:00 A.M. |
| For Armand Bebie, for Hongkong from Marcellis, Mrs. B. Boyer, Messrs. Bartalone and Castro, from Bombay, Messrs. Takechi and S. Stanga, from Colombo, Mr. Lawrence Capt. Leirat, Fagnani, C. and Mrs. Barton, Capt. Moncrieff, Mr. G. Perchard, Col. Robin, Major Home, from Singapore, Mr. and Mrs. J. C. Baird, Messrs. Groskamp, do Juliany, Mr. Olmiya, Mrs. P. Holmes, Messrs. Leaf, Premsilay, Hardwin, Daubre, F. Nicoll, Mr. and Mrs. A. B. Moulder, Mr. and Mrs. Lecour and infant, Mr. and Mrs. Rabaud and infant, Messrs. Ambert, Pignat and Katsuki; for Shanghai from Marcellis, Mr. and Mrs. Boutroux and infant, Messrs. Vergeard, Halle, Honzelle, Busq, de Querre, Heret, Brains, Mr. and Mrs. Deneun, Mr. Albertosso Odome, from Juliany, Mr. Olmiya, Mrs. Plessis, Mercier; from Saigon, Mr. L. E. Dumas, Mrs. P. Holmes, Messrs. Leaf, Premsilay, Hardwin, Daubre, F. Nicoll, Mr. and Mrs. A. B. Moulder, Mr. and Mrs. Lecour and infant, Mr. and Mrs. Rabaud and infant, Messrs. 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